



Amelia Ashland Chesterfield Petersburg Sandston South Hill

Dear colleagues:

You will notice that the recently completed [Six Year Improvement Program](#) (SYIP) for fiscal year 2007-2012 shows a total of \$7.1 billion compared to \$7 billion in last year's program. The General Assembly approved \$229 million in new revenues. However, state law requires that before funding goes to roadways construction we must first pay for maintenance, operations, administration and debt.

Even with a slightly expanded overall program, there is a \$610 million reduction in allocations for highway improvements to the primary, secondary and urban systems compared to the program adopted by the Commonwealth Transportation Board a year ago. The driving factors for the reduced program include minimal revenue growth, expanding maintenance needs and 11% growth in project cost.

For Richmond District, the outlook is similar to the statewide picture in that there is an overall reduction in funds available for the primary, secondary and urban systems. However, Richmond District has benefited from the deficit payoff on Route 288 in fiscal year 2006 as well as the concession payment received from the recently signed agreement for Transurban(895)LLC to take over operations and maintenance of the Pocahontas Parkway. The concession payments have been applied to several projects in the Richmond District. Our priorities in the Richmond district remain the same – ensuring safety, addressing bridges, providing congestion relief and using realistic cost estimates. Current and future projects that we will continue to focus on include the I-295 flyover in western Henrico, Huguenot bridge replacement, Acca Yard Bridge widening, Judith Stewart Dresser Memorial Bridge replacement and widening of Route 360 in Chesterfield and Hanover counties.

As VDOT celebrates its 100 year anniversary this year, we proudly look back on the strides we have made to expand and improve the transportation system in the Commonwealth. Each of us in the Richmond District remain committed to delivering our projects on time and on budget, and developing an innovative and safe transportation system that will serve our customers.

Sincerely,

Thomas A. Hawthorne, P.E.  
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The Richmond district of the Virginia Department of Transportation is located in central Virginia and is comprised of 14 counties and eight cities, including Richmond, Petersburg, Colonial Heights and Hopewell.

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# About the District



Richmond District is responsible for the development, maintenance and operation of approximately 18,000 lane miles of roadway, including portions of interstate highways I-95, I-295, I-85, I-195, I-64, and routes 895 and 288. Of that, more than 2,100 lane miles fall into the interstate and primary road system, while another 7,900 lane miles are classified as secondary roads.

In addition to the workers you're accustomed to seeing on construction and maintenance projects, our staff also includes engineers, human resource and public affairs professionals, draftsmen and designers, contract administrators, right-of-way negotiators, metallurgists, archaeologists, geologists and other support personnel.

The Richmond district is divided into six residencies, each of which are responsible for much of VDOT's day-to-day activities within specific geographic areas. Each residency is supervised by a residency administrator. The district's organizational structure is divided into functional groups that are comprised of sections within each group. The groups work closely together to coordinate programs and projects.

## Business Administration

Management of the district's finances, procurements, inventory and physical assets, facilities, telecommunications and security management falls under the business administration group, managed by Lezlie Ellis. This group is also responsible for purchasing and the administration of any contracts for goods and services led by the district's other groups.

## Transportation Planning

The transportation planning section within the Richmond district is responsible for the management and coordination of both long-range and short-range transportation planning activities and is supervised by District Transportation Planning Engineer Mark Riblett. Major long term responsibilities include working with both the Richmond Metropolitan Planning Organization (MPO) and the Tri-Cities MPO on the development of regional Long Range Transportation Plans (LRTP) which identify major transportation projects for each MPO area, spanning a 20-year horizon. The LRTP is critical in the evaluation of the region's conformity to air quality requirements.

Transportation Planning also coordinates and participates in short term planning activities such as preparing district recommendations for projects to be included in the state Six Year Improvement Program (SYIP) and working with MPOs on certain federal funding allocations. Transportation planning also works with both MPO's on the development and maintenance of their portions of the Statewide Transportation Improvement Program (STIP), which typically has a three year horizon. Other responsibilities include coordinating special studies and providing assistance as needed on land development projects under review within the residencies.

## [Projects by Metropolitan Planning Organization](#)

# About the District

## Preliminary Engineering

When transportation projects are approved and placed on the SYIP or the secondary road plan, this group begins the development process. This includes project scoping, design, right-of-way acquisition and various surveys connected with the project. All phases of project development prior to actual construction are handled by the preliminary engineering group. This division, managed by Sam Hayes, P.E., includes the location and design, project management, local assistance/urban, right of way, and environmental sections. Our urban program managers act as liaisons to the cities and towns in much the same way our resident administrators work with the counties.

## Construction

Once projects advance to contract execution for construction, the primary responsibility for their implementation shifts to the construction management team, supervised by District Construction Engineer Chris Winstead, P.E. The construction management team is in charged with delivery of projects safely, with quality, on time and on budget. Since the vast majority of VDOT's work is performed by contractors, the construction management team accomplishes project delivery through contracts and partnering with the road building industry and designers to meet program delivery goals. The construction management team utilizes innovations in contract language and project scheduling where appropriate to proactively manage project scope, schedule and budget. The team also uses their experiences from the field to improve the design process for new projects.

## Maintenance

Responsibility for existing transportation systems falls under the maintenance group. This group, managed by the District Maintenance Engineer, Rob Bowman, which is responsible for all routine maintenance operations within the district, to include management of the district's maintenance budget, transportation infrastructure maintenance, snow removal operation and response to other weather-related events. In addition, this group is responsible for maintaining pavement and equipment, managing structure, bridge and roadside programs, performing asset condition assessments and managing the I-95 corridor highway maintenance contract.

## System Operations

Organization is underway for a new central region for operation, headquartered in the Richmond district and led by Jim Smith. The emphasis will be on finding the most efficient way to keep traffic moving on Virginia's roadways. The two main goals will be getting the maximum capacity out of our highways and ensuring that motorists can rely on expected travel time between locations along these highways. This group will include the Smart Traffic Center and traffic engineering.